

CLASSIC SCRAMBLE CLUB Inc.

MEMBER HANDBOOK



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CLASSIC SCRAMBLE CLUB INCORPORATED

CLUB RULES & REGULATIONS

TITLE

1. This organisation will be called "The Classic Scramble Club Incorporated" hereinafter termed "the Club" or "C.S.C."

OBJECT

2. The purpose of the Club shall be:
 - A To encourage the preservation and use of Classic racing and sporting motorcycles, as hereunder defined.
 - B To organise and assist in the organisation of races, race meetings, other sporting events and demonstration parades.
 - C To foster the exchange of information and data on Classic motorcycles.
 - D To publish a regular club magazine and/or newsletter.
 - E To arrange social activities for club members.

DEFINITION

3. The C.S.C. will cater for the following racing and sporting machines of a type used for racing:
 - A Machines manufactured up to 1974.
 - B Machines whose model's production run began in the Classic period relevant to their type, but which were themselves manufactured subsequently.
 - C Certain other machines whose eligibility has been confirmed by duly appointed.

MEMBERSHIP

4. Membership must be available to anyone with an interest in Classic racing and sporting motorcycles, whether or not he or she already owns one. Persons wishing to join the Club shall submit an application to the Membership Secretary. The Club reserves the right to refuse membership to any applicant.
5. The annual subscription fee and the variations of types of membership offered may be decided upon by the Management Committee. The benefit membership conferred by a subscription expires annually on June 30th.
6. The affairs of the Club shall be directed by a Management Committee consisting of four elected officers, President, Vice President, Secretary and Treasurer.
7. The Management Committee shall have the power to co-opt such additional members on to the Management Committee as it shall in its absolute discretion deem fit; such co-opted members may not have a vote on matters concerning the Club, at the discretion of the Management Committee.

8. The Management Committee shall appoint such special purposes committees as may from time to time be necessary to assist in the management of the Club's affairs. Any such committee shall include at least one member of the Management Committee.
9. Members shall hold themselves bound, in all cases of dispute or disagreement as to the interpretation of Rules of the Club, to accept the decision of the Management Committee.
10. In the event of a grave breach, by a member which prima facie render it desirable that that member should cease to be a member, a meeting of the Management Committee shall be convened, at which such member shall be invited to attend to determine whether a case for expulsion has arisen or not.

In the event that the member, in the opinion of the Management Committee, of the Rules and Regulations of the Club, or if conduct on the part of an officer which prima facie render it desirable that that officer should cease to be an officer, a meeting of the Management Committee shall be convened, at which such officer shall be invited to attend to determine whether a case for expulsion has arisen or not.

In the event that the officer, in the opinion of the remainder of the Management Committee, is guilty of conduct of an unsportsmanlike or ungentlemanly nature, or of such prejudicial to the interests of the Club, or to the sport of motorcycling, that officer shall be called before the Management Committee, who shall have the power to caution that officer to or to require that officer to resign their Management Committee position.

ANNUAL GENERAL MEETING

11. The A.G.M. of the Club shall be held at the end of each financial year, and fifteen months shall not elapse without such a meeting. At the A.G.M. the following business shall be conducted:
 - i. Presentation and, if accepted, the passing of the accounts for the previous financial year, which accounts shall first have been approved by the Club's auditors.
 - ii. The election of officers and Committee.
- a) No member shall serve on committee for more than 3 consecutive years without re-election. Current committee members will be deemed to have started their term at the time they were last elected to committee.
- b) Elections will take place at an A.G.M. or E.G.M.

- c) An election must be called for all members:-
Who have resigned from the committee prior to the notification of an election.
Who will have reached the end of their term by the next A.G.M. or E.G.M.
The election must take place for these vacancies at the next available A.G.M. or E.G.M. whichever is the sooner.
- d) The election of committee members will be by secret ballot or public vote.
- e) Each member of the club shall receive written notification of an election and an invitation to nominate a candidate for that election no less than 2 months and no more than 3 months prior to the election.
- f) Anyone may be nominated to stand in the election for committee who is a member of the club at the time of their nomination and still a member at the time of the election.
- g) Nominations will be required in writing, to be proposed and seconded by two members of the club who are members at the time of the nomination and at the time of the election.
- h) The Club must receive nominations no later than 3 weeks prior to the election.
- i) Each member of the Club shall receive written notification of the nominees for election at least 2 weeks prior to the election.
- j) Ballot papers will be made available to all members attending the A.G.M./E.G.M. on the day.
- k) Nominees are expected to be present whilst votes are being counted.
- l) The result of the election will be announced at the A.G.M./E.G.M.
- m) The successful nominee(s) will start their term of office on the announcement of the election result.
- n) Should there be no more nominees than vacancies by the closing date then all nominees will be elected unopposed as of the date of the proposed election, and no further action need be taken under these rules.
- o) Should there be fewer nominees than vacancies then the remaining vacancies will be carried over until the next election.
- p) This election process will not prejudice the co-opting of members onto committee, over and above the 4 elected members, as the committee see fit.
 - iii. The election of an Auditor.
 - iv. Such other business as shall have been communicated in writing to the Secretary at least 30 days prior to the A.G.M., and included in the notice sent by him/her to the members.

EXTRAORDINARY GENERAL MEETING

- 12. An extraordinary General Meeting may be convened at any time, and shall be within 60 days on the requisition in writing of one third of the membership of the Club for the time being. Such requisition must state the purpose for which such meeting is required.

VOTING AT GENERAL MEETINGS

- 13. General Meetings, whether ordinary or extraordinary, a resolution will be passed if it receives the votes of not less than two thirds of the members present and voting at the meeting.
- 14. The quorum at a General Meeting shall be a majority of the Management Committee and ten other members.

NOTICE OF MEETING

- 15. Secretary shall at least 14 days before any General Meeting send to every member at their address as recorded in the Club's books a notice of the meeting, stating the time and the place where it shall be held, and the business to be conducted.

ALTERATIONS TO RULES

- 16. No alteration or addition to these rules shall be made except by resolution receiving the votes of not less than two thirds of the members present and voting at a General Meeting of which notice shall have been properly given and the terms of any proposed amendments to the rules. Any amendment to the Eligibility Rules approved at an A.G.M. which results in previously eligible fittings or machines becoming ineligible will not be implemented until ONE year after the A.G.M. at which the amendment is approved.
- 17. Every member binds themselves to abide by the rules of Motorcycling Australia and by the rules of the Club, if necessary as defined by the Management Committee, whose decision in the interpretation of the Rules and Regulations shall be final and binding.
- 18. It is incumbent on members to maintain their machines in good condition, in furtherance of the Club's purpose. The Club reserves the right to bar a machine from participating in its activities in the event that it does not conform with the Club's eligibility specification in whole or in part, or if its condition is such as to reflect adversely on the Club's reputation.
- 19. No liability shall be entertained by the Club in respect of any letter or document referring to the Club and purporting to be published in its name except by the express authority of the Management Committee or one of its elected or co-opted officers.
- 20. The Club shall be affiliated to Motorcycling Victoria as a non-territorial Club.

21. The Club shall not be liable in any way or in any circumstance for any loss or injury, whether personal or to machines, vehicles or property, to any member, howsoever caused, and especially not when the member, his/her machine or machines are involved in any event organised or recognised by the club, whether race or parade or trial or display (static or otherwise). This rule shall apply to the members of any other club invited to or jointly participating in any event with this Club, as well as to C.S.C. member invited to or jointly participating in an event organised by another club. Although the Club will make every effort to provide members with insurance against some types of loss, this should not be construed as an assumption of liability, and it will always remain the responsibility of every member to protect and defend the Club against any claim for loss or injury howsoever caused.
22. Club officials and elected members of the Management Committee shall be entitled to recover from the Treasurer any reasonable expenses incurred in the course of performing their duties on behalf of the Club. The Management Committee shall be empowered to employ on a casual basis such staff, services or labour as may at any time be required in connection with the management of the Club's affairs.
23. The financial year of the Club shall run from July 1st to June 30th annually. The Club Treasurer shall have charge of the Club's bank account(s), into which all income from any source shall be paid. The Club Treasurer shall have authority to make payments from the Club funds as appropriate, under the supervision of the Management Committee as a whole, and shall keep full and proper records of all income and expenditure, as well as such other information as may be necessary; he/she shall prepare annually a financial statement and balance statement which, duly audited, shall be presented to the A.G.M. for approval.
24. These rules are effective from 1st July 2003 until such date as they may be amended or annulled.

SCRUTINEERING

25. Scrutineers will be appointed by the Club in General Meeting or by the Committee to serve until the next General Meeting of the Club.
- a) Only nominated Scrutineers may examine and pass machines as fit for competition. Names of nominated scrutineers will be supplied to all Secretaries. However, in the event that there are insufficient Scrutineers available for an event, the Scrutineers present will consult with their colleagues and any Committee members present and co-opt any Member of the Club to act as a temporary Scrutineer.
- b) The Scrutineers' Sub-Committee will provide each Scrutineer with Guidelines so the quality of scrutineering will not vary from scrutineer to scrutineer.
- c) All competitors must present their machines and clothing for scrutineering BEFORE taking part in practising or racing. Any competitor found to be in breach of this Rule may be subject to exclusion from the meeting at the sole discretion of the Clerk of the Course.
- d) All machines must be presented in a clean and raceworthy condition.

- e) Any helmet presented to the scrutineer which is found, in the opinion of the Scrutineer, to be unsafe will be impounded immediately by the Scrutineer and retained until the conclusion of the meeting.
- f) In the event that a machine is rejected on the grounds of safety, the machine may not be ridden either in practice or racing until the fault has been rectified and the machine passed as safe by the scrutineers after re-examination.
- g) Any member whose machine fails scrutineering will be reported to the Committee and a standard letter will be sent to that member, listing the reason for failure and instructing the member to rectify the fault(s) before presentation at any Club Meeting.

ORGANISATION AND ADMINISTRATION

26. All CLOSED to CLUB competition race meetings are to be run as per the current MOTORCYCLING AUSTRALIA General Competition rules (G.C.R.s), relating to:
- i. Officials as per current G.C.R.
ii. Venues
iii. Licensing
- a) Contact the appropriate First Aid organisation.
- b) Regulations to be laid out to conform with and contain all appropriate clauses required for statutory purposes.
- c) Notify in writing the nearest Hospital giving the date and location of the event.
- d) All competitors must complete an Entry Form as provided by the Club before riding at a meeting.
- e) All competitors should submit Entry Forms complete with FULL PAYMENT of fees by the closing date for entries.
- f) Entries may be accepted on the day AT THE DISCRETION OF THE SECRETARY OF THE MEETING but such entries may be **SUBJECT TO AN ADDITIONAL FEE**.
- g) ALL Competitors, Marshals and Club Officials MUST sign on with the Secretary and produce a current **Competition Licence** and a current **Ambulance Membership BEFORE** racing or practice may commence.
- h) At the discretion of the Secretary of the Meeting, riders may be asked to hand in their Membership Cards to be returned at the end of the Meeting when the track has been cleared.

SAFETY

27. Properly qualified First Aid Personnel together with at least one ambulance will attend ALL meetings. If the ambulance has to leave the circuit with a casualty, racing may only continue if the Clerk of the Course and the Officer in Charge of the First Aid are satisfied that an adequate alternative vehicle is available.

- a) Only SIGNED-ON RIDERS may ride machines at a meeting.
- b) Children or others on mini bikes or any other machines, which have not been entered for the meeting, are strictly FORBIDDEN.
- c) Public Prohibition notices should be prominently displayed.
- d) Machines may only be ridden on the course, and at walking speed, from the Pits Area to the Start Area. Any rider failing to comply may be reported to the Secretary of the Meeting and excluded from the Meeting, as well as being reported to the Club Committee for further Disciplinary action.
- e) The track layout should be thought through to ensure that the natural obstacles are presented to the rider in the safest possible way and that at all times the safety of the riders and any spectators is of paramount importance.
- f) Areas where spectators or other Club Members are present should be protected by bunting or fencing.
- g) Starting is to be by Flag or Elastic band.
- h) Members are expected to ensure their actions and in particular their riding does not constitute a danger to the public or their fellow club members and competitors. Any competitor or member whose actions are deemed to be dangerous or unacceptable may be reported to the Committee and further action taken.

PROTECTIVE CLOTHING

- 28. Helmets, Clothing, Gloves and Footwear to comply with Current G.C.R.s.
- 29. No competitor may practise, start or compete in any classic motocross competition unless wearing:
- 30.
 - A An approved and correctly fitting helmet which must:
 - i. Carry the Standards Association of Australia "AS 1698" label; or
 - ii. Be approved under Rule 70 (c) of the FIM Technical Rules.
 - B Trousers of leather or synthetic material or similar durability. Trousers of other than leather must be non-combustible and be fitted with a non-removable lining.
 - C A jersey which:
 - i. must be of closed knit fabric of natural or synthetic fibre; and
 - ii. must be a snug fit and provide protection against abrasion to the body and arms.

- D Footwear which must:
 - i. be of recognised motocross type;
 - ii. be constructed of leather, plastic or other similarly durable material; and
 - iii. be of a length that must at least overlap the trousers with the rider in a racing position on the machine.
- E Gloves of leather or other material of similar or greater durability.
- F Goggles or visors as specified in rule 3.A.ii
- G No person may wear open footwear in the pits.

ELIGIBILITY CONFLICT PROCEDURE

- 31. Goggles and Visors.
 - A Eye protectors and spectacles are made of non-shattering material;
 - B Metal or Perspex face shields are not used;
 - C Eye shades or peaks are of a flexible material.
- 32. No machine shall be eligible for Club Events unless it conforms to the Eligibility Rules of the Classic Scramble Club.
- 33. A general List of acceptable machinery for CLOSED TO CLUB events is appended to the Eligibility Rules, but it is the responsibility of the Club Member to apply to the Club Committee giving full details of the machine concerned should he have any doubt as to the eligibility of his machine.
- 34. Eligibility Rules for Closed to Club events shall be frozen for a period of five years. After five years the Committee shall have the power to grant exemption to all or part of the Eligibility Rules, to machines of historic or technical interest, where they deem that it will add interest to the class and gives no unfair advantage to the rider. It is the responsibility of the rider to make written representations to the committee for such exemption and to present the machine and other documentary evidence when requested. Notwithstanding such an exemption, the Club in General Meeting may rescind such an exemption by majority vote of those present.
- 35. Blatant failure of the Eligibility Rules will automatically debar the machine from competition in any Club event. Should a Scrutineer feel that a machine is not eligible he will call on two other duly appointed Scrutineers and they will decide by a majority vote if such as machine may be ridden at the meeting.
- 36. If, in the opinion of three Scrutineers, a machine does not conform with the Club Eligibility Rules they MAY opt to allow a rider to use the machine for a particular meeting, HOWEVER the member will be reported to the Committee of the Club and a written detail of the unacceptable aspects of the machine will be forwarded to the member concerned.
- 37. The member may not use the machine concerned in any Club Event until it conforms with the Eligibility Rules of the Club.

38. If the member feels that his machine does conform he may appeal in writing to the Committee who will consider any evidence submitted and after consideration decide by majority vote whether or not the machine is eligible.
39. The decision of the Scrutineer on the day is FINAL and is not open to debate. Any member abusing or using threatening behaviour, physical or verbal, towards a Scrutineer may be reported to the Secretary of the Meeting or the Committee or both and may be liable to exclusion from the Meeting and subject to the disciplinary procedures of the Club.
40. Only machines conforming to the following requirements will be acceptable.
41. In the event of dispute, these requirements have precedence over the list of acceptable machines.
42. Acceptable machines, are those which can be proven to have been manufactured prior to 31 December 1959, 1964, 1969, 1974 or assembled from parts made before that date. The only exception to this rule is where the model remained unaltered after that date. It is inevitable that some machines first designed, developed, built and available to the public before the class cut off dates were also available after that date. Allowance has been made to accommodate these machines as outlined in the tables for Machine Eligibility Guidelines. However machines advertised and published as 1975 model motorcycles are ineligible.
43. The tables set out in this by-law lists the machines and components which the sub-committees and scrutineers may use as a guide in determining eligibility.
44. The onus of proof of eligibility rests with the owner and/or rider/entrant.
45. Classes
- A Pre 1960 Solo 263 & over
 - B Pre 1960 Solo 250
 - C Pre 1965 Solo 250
 - D Pre 1965 Solo 263 & over
 - E Pre 1970 Solo 250
 - F Pre 1970 Solo 263 & over
 - G Pre 1975 Solo 125
 - H Pre 1975 Solo 250
 - I Pre 1975 Solo 300 & over
 - J Pre 1975 Solo All Powers 4 stroke
 - K Buckets
 - L Pre 1975 Sidecar All Powers
46. Age groups
- A Under 30
 - B 30-39
 - C 40-49
 - D Over 50

47. Machine Requirements

General

- A Number plates shall be either oval or rectangular.
- B Alcohol fuels are permitted.
- C Maximum engine capacity shall be 1300cc.
- D Number of gears ratios shall remain as per original model specifications.
- E Exhaust may be modified but must generally follow original lines.
- F Self returning folding footrests must be fitted.

48. Chassis

- A Replica frames are acceptable provided they conform with the original, and they meet the year cut-off dates for the class in which the machine is to compete. It is not acceptable for frame tube runs to be different to the original even if the frame geometry is apparently the same. The machine must look like the original.
- B No plastic or fibreglass is permitted for tanks, mudguards, seats and side panels within the pre 1960 class.
- C Brakes:
 - i. As per relevant period for the class in which the machine is to compete.
 - ii. Disc brakes as originally fitted by manufacturers (Rokon, Dalesman and Tyron/Wassel)

49. For the rear tyre, any modern motocross tyre may be used provided the manufacturer's designated width across the tread does not exceed:

- A 102mm (4") Pre 1960
- B 114mm (4.5") Pre 1965
- C 114mm (4.5") Pre 1970
- D 127mm (5") Pre 1975

50. Lightweight alloy rims for the Pre 1960 class must be of the Borani pattern (mudcatcher type).

51. Suspension

- A Front wheel travel shall be no more than 178mm (7").
- B Rear wheel travel must be no more than 102mm (4"). Measured at the axle.
- C Machines fitted with suspension of more than 102mm (4") of rear travel standard, shall have spacers fitted to the shock absorber shaft to reduce wheel travel to 102mm (4").
- D Rear shock absorbers shall be in the original position, using the original mounting points.
- E Remote reservoir rear shocks are not eligible, except where fitted as standard for that model.

- F Maximum travel by leading/trailing link suspension is limited to 150mm (6") vertical movement at the wheel spindle. Pre 1960 class: No Ceriani-type forks are permitted, this includes M.P., REH, Husqvarna, CZ, Betor, Bultaco, Montesa or late BSA/Triumph.
- G Maximum of 35mm front tubes only permitted except where originally fitted to that machine (exception Maico 36mm) only Maico and Honda CR 125 (with 31mm tubes) AJS, Bultaco Matador and Hatta leading axles forks allowed.

52. Modifications

Engines

- A Must remain externally unchanged.
- B All major components must have been manufactured within the period, or be replicas of components manufactured within the period, specified for the class in which the machine competes, other than those listed in the Components Tables.
- C Specials must comprise of components manufactured within the period, or be replicas of components manufactured within the period, specified for the class in which the machine competes and be a true reflection of the period depicted.

MACHINE AND COMPONENT ELIGIBILITY TABLES

Table of Machines and Components - Pre 1960

UK	
AJS/Matchless	All except G85CS and G851CS
Ariel	All four strokes
BSA	All pre-unit, C15 distributor models and Bantams (No Cheney frames allowed).
Cotton	Single down tube, leading link only (250cc conversion allowed)
DOT	Round tube frames only (250cc conversion allowed)
DMW	Up to and including Mk 12 (250cc conversion allowed)
Frances Barnett	Up to Falcon 82
Greeves	Up to and including Hawkstone SAS, 25SA, 24 and 20SAS and SCS.
James	Up to Cotswold with AMC engine.
Norman	All
Norton	All singles, 500 and 650 twins
Metisse	Mk1 Triumph engine BSA duplex frame and Mk2 Triumph engine (The MK2 has fibreglass bodywork which is acceptable)
Sun	All
Tandon	All
Triumph	All pre-unit and distributor unit models only
Villiers	Only Ajax and Vale Onslow conversions for Villiers engines are acceptable. No Starmaker engines.
Vincent	All
Velocette	All

PRE 1960 OTHER MACHINES	
ESO	4-stroke
FN	All
Gilera	Saturno Cross
Husqvarna	175cc 3-speed 2-stroke 500 cc Albin-based 4-stroke
LITO	All BSA/LITO engines Some LITO/Albin engines
Sarolea	All
Japanese	All pre-1960

1st January 1960 to 31st December 1964

UK	
AJS	All four strokes
Ariel	All
BSA	All except B50, Starfire, B25SS, Barracuda and Triples. Victors with square barrels are not accepted.
Cotton	All originally fitted with leading link forks. (Also permissible are machines fitted with telescopic forks at a later date. Villiers and Triumph engines only).
DOT	All
DMW	All
Frances Barnett	All
Greeves	All 250cc alloy beam up to Mk3.
James	All
Norman	All
Norton	All except P 11 and Commando
Royal Enfield	All
Sprite	All Villiers and Triumph engines
Sun	All
Tandon	All
Triumph	All except T140, TSS, T150, T160 and BSA unit single derivatives
Villiers	Only Ajax and Vale Onslow conversions for Villiers engines are acceptable. No Starmaker engines.
Velocette	All
Vincent	All

PRE 1965 OTHER MACHINES,	
Bultaco	Pre 1965
CZ	250cc Twin port models only
DKW	All pre-65
Enfield	All Enfield of India without modern attributes which contravene the general requirements.
ESO	All 2-valve four strokes
FN	All
Gilera	Saturno Cross
Hedlund	All
Husqvarna	2-stroke: 250 bolt up frames only to 1967. Later American enduro frames are not acceptable. 4-stroke: all Alibi-based engines.
Jawa	2-stroke: All except ISDT, 4-stroke: All 2 valve
LITO	All
Maico	MC175
Montesa	All pre-1965
Monark	All Albin-based engines. Some early 2-strokes may be eligible.
Moto Parilla	250cc 4-stroke engines.
Puch	Some early 2-strokes may be eligible
Sarolea	All 4-strokes. All pre-1965
Japanese	All pre-1965'

Specials – Table of Machines

Cheney	All Gold Star
Greeves	Triumph: all
Kyffin	DOT and Sapphire
MABSA	All
Metisse	Up to Mk3 only
Pulssant	4-strokes only
TRIBSA	All
Wasp	All
Cochise	All

Table of Acceptable Components Pre 1965 Only

The following parts, or replicas of , do not necessarily comply with the cut-off date, but offer no real technological advantage over components made before that date. Components must not exceed manufacturing date of 31/12/1969.	
AJS/Matchless	All except G85CS and G851 CS
Forks	Ceriani, NT, REH, Husqvarna, CZ, Betor, Bultaco, Montesa, BSA/Triumph. (Note: Late-type Ceriani and Betor (Can-Am) with long sliders are not permitted).
Wheels	Rickman alloy and magnesium, REH, BSA/Triumph conical alloy, AJS Stormer, Greeves conical, small Husqvarna, CZ and pattern parts to these designs. Early Bultaco full width hubs and Montesa full width hubs are allowed.
Controls	All side pull throttles and late clutch and front- brakes levers.
Handlebars	All, including alloy.
Brakes	Single leading shoe brakes only unless manufactured prior to 31/12/1964.
Frames	This includes replica frames. BSA B50 and B25SS frames are not permitted.
Engines	All JAP (J A Prestwitch)

Table of Machines – 1st January 1965 to 31st December 1969

AJS	Stormer (all)
BSA	B44 up to & incl. B25, C15, Bantam
Bultaco	Up to & incl. MK4 boat tail, Pursang & El Bandido, Sherpas & their enduro versions (Lobito, Matador, Campera).
CZ	Twin port, 360 (969-0), 250(980-02)
DKW	5 speed
DOT	Any
Greeves	Any alloy beam model. All steel tubing frame model numbers 56, 58 & 59.
Honda	CL175, CL350
Hodaka	Ace 100, Ace 90
Husqvarna	Any oval case engine in original frame 250, 360 & 400
Jawa	Scrambler & banana frame 6 day bike, Jawa early CZ 250 trail bike
Kawasaki	F21M(25), F4(25), F5(250)
Maico	Oval case engine square barrel 250 & 360
Montesa	Lacrosse 250, Orange Capra GP250 & early King Scorpion
MZ	ISDT
Ossa	Stiletto, 4 speed, 230 Pioneer 4 speed
Suzuki	TS250 1969 model, points ignition & appropriate engine cases
Yamaha	AT1, DT1, CT1, rectangular swinging arm DT1 & RT1 pre reed block
Zundapp	ISDT

Table of Machines – 1st January 1970 to 31st December 1974

AJS	410 (all inclusive)
Benelli	175 trail
BSA	B50
Bultaco	Up to & incl. MK7 125, 250 & 360
Carabela	200
Can-Am	175, 250 TNT only
CCM	BSA based
Cooper	All
CZ	Up to & incl. 1974 models
DKW	6 speed radial finned 125
Ducati	RT 450
Gemini	175 trail
Greeves	All models
Honda	CR 125M, CR250M, XL250 K0, XL350, K0, K1, all SL100, all SL 125, all SL350, all XL 100 K0, MT250.
Hodaka	All 100 & 125 models
Husqvarna	Up to & incl. Magnesium engine reed valve 250 & others. Pre Mikkola replica-no radial finned engines
Harley Davidson	All SXI25, SX250, SXI75 trail
Indian	All
Jawa	ISDE 250, 402
Kawasaki	KX125 74, KX250 74, KX450 74, F11M, F12M, F18M
KTM	Up to & incl. 74GS & MC125, 175, 250. Check date stamp on engine below counter shaft right case.
Maico	Up to & incl. 1974; 250, 400, 440LTR, 501. Check date stamp on top of barrel & nut holding sprocket to countershaft. 4 speed gearbox only.
Montesa	Cappra 250 VR.
Monark	All
MZ	400 ISDT
Ossa	Phantom 250, 125, SDR 250, Stiletto 250
Puch	MC 125, MC 175 only.
Rickman	Montesa 250 & Zundapp 125
Rokon	RT 340
Suzuki	TMI25, 250, 400 K, L, R, TS185, TS250, TS125, TS100, J, K, LMM and R models.
SWM	Sachs engine model only 125cc
Triumph	Pre 19755
Wassel	125
Yamaha	MX100, 125, 175, 250, 360 A models, YZ125, 250, 360A & B models, DT250 and 360A
Zundapp	All 125 models

JUNIORS

The Junior Coaching Program (JCP) applies to all current and potential juniors aged between 13 and under 16 (13-U16) who wish to obtain or renew a CSC competition licence.

New Juniors

All junior riders who wish to take out a competition licence for the first time (including a one meeting/event licence) must undertake a minimum of 5 hours coaching by an accredited coach in the required coaching modules (which incorporate a riding test) as well as complete a multiple choice theory test.

Current Juniors

To renew a licence, a junior rider must undertake 5 hours of coaching by an accredited coach each year until they reach the age of 16, and maintain a log book recording their coaching hours.

A coaching session is constituted by a coach:

1. Providing instruction to a rider.
2. Allowing the rider to practice the instructions given.
3. Observing the rider practicing the instructed exercises.
4. Analysing the riders action.
5. Providing immediate and constructive feedback.
6. Allowing the rider to practice the exercise again so they can use the feedback provided.

All junior competition licence holders will be issued with a licence card and GCR in addition to a log book which includes:

- a) Name, address and date of birth;
- b) Provision to record training/coaching hours and modules to obtain a competition licence;
- c) Provision to record Licence assessment results;
- d) Licence number;
- e) Special medical conditions;
- f) Ambulance subscription;
- g) Provision of injury details (where transported to hospital); and
- h) Provision to record penalties (to be countersigned by the Steward and Clerk of Course)

Junior riders must present their log book along with their competition licence at all race meetings and practice days.

A rider wishing to take out a one event competition licence must produce a log book to demonstrate they have completed the JCP requirements.

Race secretaries must ensure that a junior rider's log book number is recorded on their One Meeting (Competition) Licence.

Indemnities are required to be signed by the junior rider and their parent or legal guardian to participate in all motorcycling related activities.

NOTES:

